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The Bloomfield Record.

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Devoted to the Interests of Bloomfield, the Oranges, Glen Ridge, Montclair, and the various Suburban Districts of Essex County.

BLOOMFIELD, N. J., FRIDAY JULY 9, 1897.

PRICE THREE CENTS

VOL. XVII. NO. 21.

NEW ADVERTISEMENTS.

The price for advertisements in this column will be one cent for each word for not less than fifteen words. Advertisements should be received at this office before 10 o'clock Friday.

WANTED. Housework to do, Washing and Ironing to do at home. Call or address Mrs. R. 570 Bloomfield Ave., Bloomfield.

FOR SALE—One Dog and one Parrot, both in first class condition. A bargain for cash. Call on address W. L. Johnson, 7 Broad Street.

FOR SALE—Lot on Glenwood Avenue, near 15th Street, Bloomfield. Seven Acres. All Improvements. Rent low to a good tenant. Inquire at The Record Office, 29 Broad St.

Dr. Grace E. White,
Office 38 Broad St.
Hours 2 to 4 P. M. Telephone 45.

DENTISTRY = =
At the lowest prices consistent with first-class workmanship.
DR. SEYMOUR BOUGHTON,
For many years with DR. H. D. ALLEN, the eminent Surgeon-Dentist of New York City, is now prepared to receive patients in his new dental parlors at No. 17 CEDAR ST., Newark. Teeth extracted painlessly by use of new anesthetic.
Completed cases requiring scientific dental surgery are respectfully solicited.
OPEN EVENINGS
No. 17 CEDAR ST., NEWARK.

The Central Pharmacy.
D. ROSENBAUM, Ph. D.
Druggist and Chemist.
Prescriptions filled at All Hours, Day and Night.
CENTRAL BUILDING, BLOOMFIELD.

Pure Drugs, Chemicals, Toilet Articles, etc.
GEORGE M. WOOD,
PHARMACIST.
20 BROAD STREET,
3 Doors Above Post Office, BLOOMFIELD.
SPECIAL ATTENTION GIVEN
To the Accurate Compounding of Physicians' Prescriptions.
OPEN SUNDAYS
From 9 A. M. to 1 P. M. From 3 to 6 P. M.
And from 7 to 9 in the evening.

FOR DURABILITY
AND STYLISH GOODS
GO TO
THE UNIVERSAL
BOOT & SHOE STORE,
308 Glenwood Ave.
All Goods Warranted. A full line
Men's, Boys' Youths' Ladies' Misses' &
Children's Shoes.
ALL KINDS REPAIRING DONE
In a Workmanlike Manner.

PHILIP BATZLE, Prop'r.

PUT THIS DOWN,
and you'll save money; neglect it and you'll lose. You need for your outing stay toilet requisites, namely: tooth, hair, nail, and bath brushes; bath towels, sponges, mittens and soap; tooth powders, hair tonics, perfumes and Pett's witch hazel. Every other article you may need is here—better in quality and lower priced than elsewhere.

Go to Petty's,
Prudential Pharmacy,
Broad, north of Market St., Newark.
Petty's other store 925 Broad St.
NEVER CLOSED Prudential Pharmacy.
PETTY: HE PUTS UP PRESCRIPTIONS
OPEN ALL NIGHT.

PATTY'S
PRUDENTIAL
PHARMACY,
925 BROAD ST.,
NEWARK, N. J.

Martin J. Callahan,
CONTRACTOR.
Flagging, Curbing and Paving.
A supply of Door-steps, Window sills and Caps, and Celler Steps on hand.
STONE YARD: ON GLENWOOD AVE.
Near D. L. & W. L. R. Depot
REAR END OF CHURCH

THE BOROUGH OF GLEN RIDGE AND HER OPPORTUNITY.

The County of Essex contains about one fifth of the population of the State of New Jersey. In diversified industries it excels any section of the United States. In geographical and physical location it combines all the advantages that nature can bestow—from the busy hive of workshops that find a congenial footing on the tidal plain to the common interest by a network of splendid roads, and served by many lines of rapid transit. It only rests with those intrusted with authority to take advantage of what nature has so lavishly given to make this country the pride and admiration of the State.

A few miles to the westward of her sister Boroughs of Greater New York, near enough to share in the advantages and yet avoid the noise and turmoil of the Great City, is the Borough of Glen Ridge—the youngest of the many political divisions of Essex County.

The suburban districts that surround us have long been noted as ideal places of residence. The Oranges of Essex are widely known.

Montclair is rapidly growing in beauty and strength.

The old Township of Bloomfield—favored by nature with advantages far above most towns—can congratulate herself on the future that is before her.

Yet it is possible for Glen Ridge to surpass them all. Blessed by everything that nature can give; located on a high ridge running north and south, with the main avenue like a backbone on the crest of the hill; the minor streets extending east and west; sewers, well lighted streets, plenty of good water; a district that is so compact that every citizen can and should take an active interest in the general welfare—and well able to incur the burden of taxation.

A lively two-year-old! the difficulties and dangers of the training, overcome, now at the starting post. Will she make a record?

One of the curious things that is noticed in the suburban or residence districts is the fact that the roads are laid out in the same relative proportion of sidewalk and wagon way as the streets of the city, with this difference: that a city street has an almost level surface from curb to curb, the whole roadway being available for wheeled traffic, while many of the village streets are humped up along the centre in a manner extremely ludicrous to the pedestrian and uncomfortable to anyone but the orthodox Populist. We have this advantage in Glen Ridge, that nearly all of the roads are dirt and the few stone roads are either so worn out or so damaged by sewer construction that they will practically have to be rebuilt. Any attempt to patch old stone roads with new work on the score of economy will be going directly against the scriptural injunction.

Then again, as a matter of economy, both in construction and in keeping in repair, to say nothing of the general improvement in the landscape effect, a radical change in the proportion of sidewalk to roadway should be made.

Taking Ridgewood Avenue as an example, its roadway is fifty feet wide, more than is allowed for the tremendous traffic on Broadway. It has fifteen foot sidewalks, the entire width being eighty feet. At present the street has a worn-out strip of stone sixteen feet wide in the middle with seventeen feet of dirt road each side. The street is so graded that every five hundred feet seems to be laid out entirely independent of the rest of the world.

To tear up all of this street in order to properly grade the road and newly Telford thirty feet in the centre as proposed would still leave ten feet of dirt each side. This is practically as bad in the general effect and consequent dust and dirt as seventeen feet would be.

To macadam the entire fifty feet would be costly and uncalled for. To avoid this objection and yet at the same time cover the street with stone—the sidewalk from the Erie bridge to the Orange line should be widened to twenty feet, the Lackawanna bridge made to correspond. Four feet of paved gutters each side would bring the wagon-way to thirty-two feet of stone road. If this thirty-two feet is laid out with a low crown on a well rolled earth foundation after the French system, it would be practically wider for wagon traffic than a sixty foot roadway made up on the present method.

From the Erie bridge a sixteen foot strip should be extended to Watchung Avenue, with a spur to the east to join the Paterson road and one to the west to the Montclair

line. The advantage of this would be to open a new route for wheelmen and pleasure travel through the most attractive part of Glen Ridge.

There is no hope of building up that part of the Borough north of Bay Lane with Ridgewood Avenue in its present condition. The taxes on ten thousand dollars worth of new buildings in this locality would meet the interest charges on the cost of the work. Ridgewood Avenue

All of the sewer streets should be treated in the same way—widening the sidewalks two to five feet each side, paving the gutters and extending the stone work the full width of the street roadway, with double crosswalks the full width of four feet over the streets.

Woodland and Midland Avenues would show to great advantage under this treatment.

A slight idea of the relative effects can be seen on the east side of Hillside Avenue, second house south of Clark Street, as compared with same side of the street a short distance north of Winsor Place.

It may be stated in objection to this plan that the cost would exceed the sixty thousand dollars voted by the Borough for roads, but that remains to be proved. The plan should be carefully considered and the results submitted to the citizens for their opinion before any extensive road construction is undertaken. With the sewer roads all fixed on this plan, a few tons of broken stone kept on hand under the charge of our own citizen workmen, would each year keep in repair at a minimum of expense all breaks or weak spots as they develop.

Another advantage of this system of sidewalk widening would be that if at any future time it was desired to put in underground wires for electric lighting the sub-way could be laid inside the curb under the lamp posts from under the trees and give the streets better light.

The question of cost brings us to the ways and means of raising the money to pay for our improvements. The Borough has \$1,300,000 assessed values in real estate. The sixty thousand voted for roads is about 5 per cent on the valuation—allowing sixty thousand additional for the schools would raise the bonded debt to 10 per cent on the valuation. The ordinary method followed by a municipality in borrowing money (and some of them regret it when too late) is to float a series of interest-bearing bonds of one thousand dollars each. Bonds of this denomination are entirely out of the reach of the small investor.

Under this plan Glen Ridge would have out \$120,000 in thirty year bonds at from four to five per cent, with an interest and redemption charge of over ten thousand dollars per annum. The danger of this is that it may effectually stop any additional improvements unless we have a heavy increase in the rate of taxation.

It would seem as if a favorable opportunity is ready at hand in this district to make a new departure from this antiquated system of raising money, with great advantage and renown to Glen Ridge.

Let the District issue for road purposes sixty thousand dollars of 3 per cent interest-bearing certificates in multiples of ten dollars, and ask each taxpayer in Glen Ridge to subscribe at par for his share of the total amount. The certificates to be issued as fast as needed in the progress of road construction. The share of a citizen having property valued at say:

| | |
|----------------------------|-----------------------|
| \$3000 would be only \$ 25 | \$5000 would be \$300 |
| 1000 " " " 80 | 2500 " " " 350 |
| 500 " " " 40 | 1000 " " " 500 |

These interest bearing certificates would be worth more to the taxpayers than the price paid for them—could be readily resold at a profit or used as collateral for loans by either the citizen or the Council.

The taxpayers would not be handicapped by a long time bonded debt entirely out of their control, when once placed in the hands of outsiders. The interest charge on sixty thousand at 3 per cent would be only \$1800 per annum and would be paid back to the people who are taxed to raise it.

At each annual town meeting the taxpayers could decide whether they wished to tax themselves to retire any of the certificates or to extend the road construction or other improvements on a cash basis, leaving the redemption of the certificates until after the entire district had been overhauled and put in first class condition.

At all times the indebtedness of the Borough under the plan suggested is absolutely within the control of the taxpayers. They can do what they please regard-

ing it—redeem it in ten years or let it run for thirty years. Their hands would be free to undertake other improvements in the future, without the cumber of a long time bonded debt block the way.

This rough sketch is respectfully submitted for the consideration of the Mayor and Council of Glen Ridge, with the request that no less of thirty year 4 per cent or 4 1/2 per cent bonds be approved until every citizen has an opportunity to pass an opinion on the relative merits of the proposed plan.

H. J. JOHNSTONE.
Glen Ridge, N. J.

THE RECORD carefully gives place to the foregoing, and the plan proposed as one deserving immediate consideration. Why not a popular loan? Why shouldn't Glen Ridge subscribe for it herself, and reap the benefit of the investment rather than pay tribute to some foreign corporation or outside investor? Every taxpayer, big and little, should now show his patriotism and public spirit by communicating with the Mayor or Borough Clerk, offering to subscribe for fine improvement certificates. If there is to be a Borough indebtedness, keep it where it can be paid at the option of the people.

The publication of Mr. Johnstone's plan relating to public improvements crowds out this week an article on that eyesore to all up-to-date citizens—the Barbarous Wire Fence that has been erected at Wildwood Terrace and Bessie Street.

GLASGOW'S GOOD FORTUNE.

B. O. FLOWER, N. J. "THE NEW TIME."

The city of Glasgow has set the world an example in business sagacity, sturdy independence of spirit and considerate regard for the welfare of her citizens, which should prove an inspiration to public spirited persons throughout the civilized world, and which doubtless will be imitated in municipalities where the citizens have not yet seen the light.

The story of Glasgow's municipal experiments is one of the most interesting and important chapters in the history of modern economic advance. Her victory achieved in municipal ownership of the street railway service has a special interest for Americans in our large cities, where the battle between democratic ideals and monopolistic arrogance is being waged.

Some years ago Mr. Albert Shaw published a valuable book on municipal work in Great Britain.

At that time Glasgow was making the then rather novel experiment of operating her street car system, and Mr. Shaw, after giving a very full history of Glasgow's experience with tram cars, observed that "the experiment can but be observed with the greatest attention and interest by municipal authorities elsewhere." Since then the "experiment" has proved to be one of the most signal economic successes of recent years—far exceeding the most sanguine expectations of the friends of public ownership of natural monopolies.

So important is the result of this victory of sturdy, self-respecting citizenship over the wiles of corporate greed, that a few facts relating to the history of Glasgow's tram car service will be instructive and suggestive.

The local government of this Scotch municipality wisely refused to surrender the enormously valuable street franchise to any private corporation, and in 1872 the city, having built its own lines of car tracks, leased the same to a syndicate for a term of twenty-two years. By the terms of the lease the company operating the lines was compelled (1) to pay interest on the entire cost of construction, (2) to pay a sufficient amount to keep the system in perfect condition, (3) an annual sum was to be set aside for a sinking fund which at the expiration of the lease would be large enough to cover the original cost of the lines; (4) a yearly rental was to be paid the city of \$750 for each street-mile operated.

These terms show that while American cities have recklessly given away their street franchises to stock jobbing corporations, the citizens of Glasgow displayed the same business foresight as in regard to the management of their private interests.

They know that wealthy corporations would not be so eager and persistent in their attempts to secure street franchises which would enable them to operate lines unless there was a certainty of realizing enormous dividends on money invested, and they insisted that these great profits, or at least a part of them, should find their way into the city treasury, and thus reduce the tax rate. That syndicates were eager to accept such terms as Glasgow demanded proves how desirable such enterprises are for those wishing to make safe investments and large profits. The original syndicate sold out to a local company of capitalists,

who after 1880 paid annual dividends averaging ten per cent, after meeting all the requirements of the lease.

The maximum fare which the company was permitted to charge was two cents a mile, while the lines in other large cities were charging four cents. In 1894 the lease expired and the company turned over the lines in perfect repair to the city. The sinking fund amounted to one million dollars. This covered the original cost of the lines, although the city had subsequently expended seven hundred thousand in building new lines. During the life of the lease the city received \$225,000 in rental for the lines, but the company had no reason to complain, as it had also realized handsomely from the investment. At the expiration of the lease the city government and the company each desired the lion's share of profit in any future arrangement, and after a long controversy the city solved the problem by arranging to operate the lines under her own management. The result may be briefly summed up as follows: (1) Treatment of employees. The private corporation compelled their drivers and conductors to work from twelve to fourteen hours a day. Under municipal management the time of service was reduced to ten hours. (2) The treatment of the public. Half-mile stages were established, and the fare for each stage of half mile was one cent. This was done because Glasgow is one of the most compact cities in the English speaking world, and a large proportion of the population did not care to ride more than half a mile at a time.

Long distance penny runs were also prescribed and special advantages were given to workmen who had to go some distance. (3) How the city fared under the arrangement. From July, 1894, to June, 1895, that is, the first eleven months of the experiment in municipal service, the city cleared over \$1,000,000 above all expenses. This was done in spite of the fact that the city had to compete with the cars of omnibuses in competition with the cars. The next year the showing was even more satisfactory, as the report for the year ending July 1, 1896, shows, that the amount earned over expenses was more than \$400,000, which went into the city treasury instead of into the pockets of a few privileged individuals.

The average fare paid was less than two cents.

Toward the close of last year a statement was published which was as pleasant to the citizens of Glasgow as it was astonishing to the outside world. The city government announced after Jan. 1, 1897, the municipality would levy no more taxes, as her revenues from public monopolies owned and operated by the city were sufficient to pay all the expenses of the local government. Here we have an actual demonstration of the legitimate result of the ownership of natural monopolies.

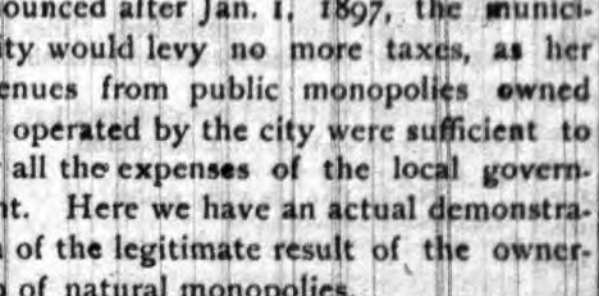
Bicycle Racing.

At the last meeting of the Berlin Medical Society Dr. Albu spoke on the dangers of bicycle racing. He said he had examined twelve bicycle racers on the ground at Halessee, near Berlin, both before and after races lasting from five to thirty minutes. In each case he found symptoms of acute dilatation of the heart after the race; the pulse was enormously accelerated, the lips and face were more or less cyanotic, and there was considerable albuminuria. The dilatation of the heart, in some cases, lasted several hours, and Dr. Albu thinks that repeated training and participation in races might transform it into chronic dilatation. Of course, he adds that these dangerous symptoms only accompany excessive exertions on the bicycle, whereas moderate bicycle exercise was universally recognized as healthful. In the debate that followed, Professor Virchow drew special attention to the position or "seat" of the bicyclist. He said there was no doubt that the prone position must affect the abdominal organs.

Canadian Practitioner.

COGGESHALL & SMITH,

CLEVELAND and CESCANT


BICYCLES.

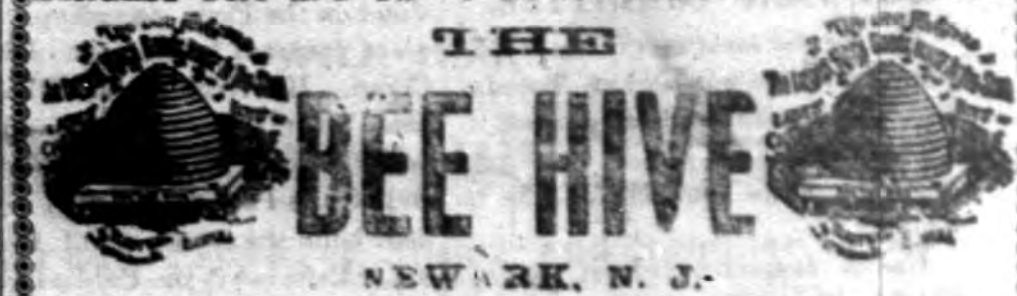
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LARGEST DRY AND FANCY GOODS HOUSE IN NEW JERSEY.



In connection with our Great Everything Reduced Summer Clearing Sale we announce a Great JULY SALE OF BLANKETS, with greater Bargain Blanket chances than ever offered. Read every word, note every price.

This event is of yearly occurrence here—growing in favor from year to year. Housekeepers, boarding house keepers and hotel proprietors watch for and profit by it. All blankets made specially for L. S. Plaut & Co., and prices range from 50c. to \$3 per pair under what these grades will have to sell for under the advanced prices of the regular Fall season. Selections can be made now, and stored with us, free of charge, until November 1st.

| Size Eleven-Quarter. | Size Eleven-Quarter. |
|--|--|
| "LITTLE FAELS" | "NEWARK" |
| Regular season price would be \$4.00, special..... | Regular season price would be \$4.00, special..... |
| 2.98 | 2.98 |
| Size Eleven-Quarter. | Size Eleven-Quarter. |
| "ORANGE" | "ESSEX" |
| Regular season price would be \$5.00, special..... | Regular season price would be \$5.00, special..... |
| 3.75 | 4.48 |
| Size Eleven-Quarter. | Size Eleven-Quarter. |
| "MONTCLAIR" | "ESSEX" |
| Regular season price would be \$6.00, special..... | Regular season price would be \$6.00, special..... |
| 4.75 | 4.98 |

All with new broad bindings, all the new pretty border colors.

THE BEE HIVE CELEBRATED BLANKETS.

All-wool both warp and filling, and shrunken; will sell as follows:

| | |
|--|------|
| Size 11-4 No. 100, white and scarlet, of \$5 kind, at..... | 3.98 |
| Size 11-4 No. 200, white and scarlet, of \$6 kind, at..... | 4.58 |
| Size 11-4 No. 300, white and scarlet, of \$7.50 kind, at..... | 5.75 |
| Size 11-4 No. 400, white and scarlet, of \$10 kind, at..... | 6.95 |
| Size 11-4 No. 500, white and scarlet, of \$12.50 kind, at..... | 7.95 |

SOFT FLEECE BLANKET SPECIALS.

Extra Soft, Napped with pretty borders.

OUR GUARANTEE. Any money paid will be returned, as our goods are always applied to any purchase made here—an offer that has always been in vogue, yet rarely accepted, for the reason that goods and prices here are, as a rule, entirely satisfactory.

Beginning July 10th, and until Sept. 1st, our stores remain open Friday nights, closing Saturday at 1 o'clock.

No agents. No branch stores. Mail Orders carefully filled.

L. S. PLAUT & CO.,
770 to 781 Broad St., 8 Cedar St., Newark.

R. WALSH & CO.,

OF NEWARK.

Have opened their NEW STORE on Broad Street at

No. 677, Cor. West Park.

Shoppers from Bloomfield should certainly eat Ice Cream in the Blue Room. Neapolitan Ice Cream delivered in Glen Ridge and Bloomfield at \$1.20 per gallon.

Stores, 157 Market St. and 677 Broad St.

BEFORE YOU GO

To country or seashore be sure you have one of our STERLING SILVER WAIST SETS. We have over 150 varieties for your selection, and prices are so moderate you may have a set for each waist—we have them at 35c. and up to \$3.25. Solid Gold Sets from \$4 up.

Summer Jewelry

Of the dainty but inexpensive jewelry only the best can be great variety in our cases.

BELTS - BELTS - BELTS.

Choice designs in sterling silver, mounted on silk or leather. Prices greatly reduced. All leather belts from 50c. up.

DON'T NEGLECT YOUR EYES.

Visit our laboratory. It is fully equipped for proper examinations. We guarantee satisfaction in fitting all glasses.

J. WISS & SONS,

755 BROAD STREET 755

NEWARK, N. J.

"WHERE DO YOU GET YOUR PRINTING DONE?"

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City Prices. Up-to-date Facilities. 25 years' experience.

29 BROAD ST.

THE RECORD.